

FIG. 1

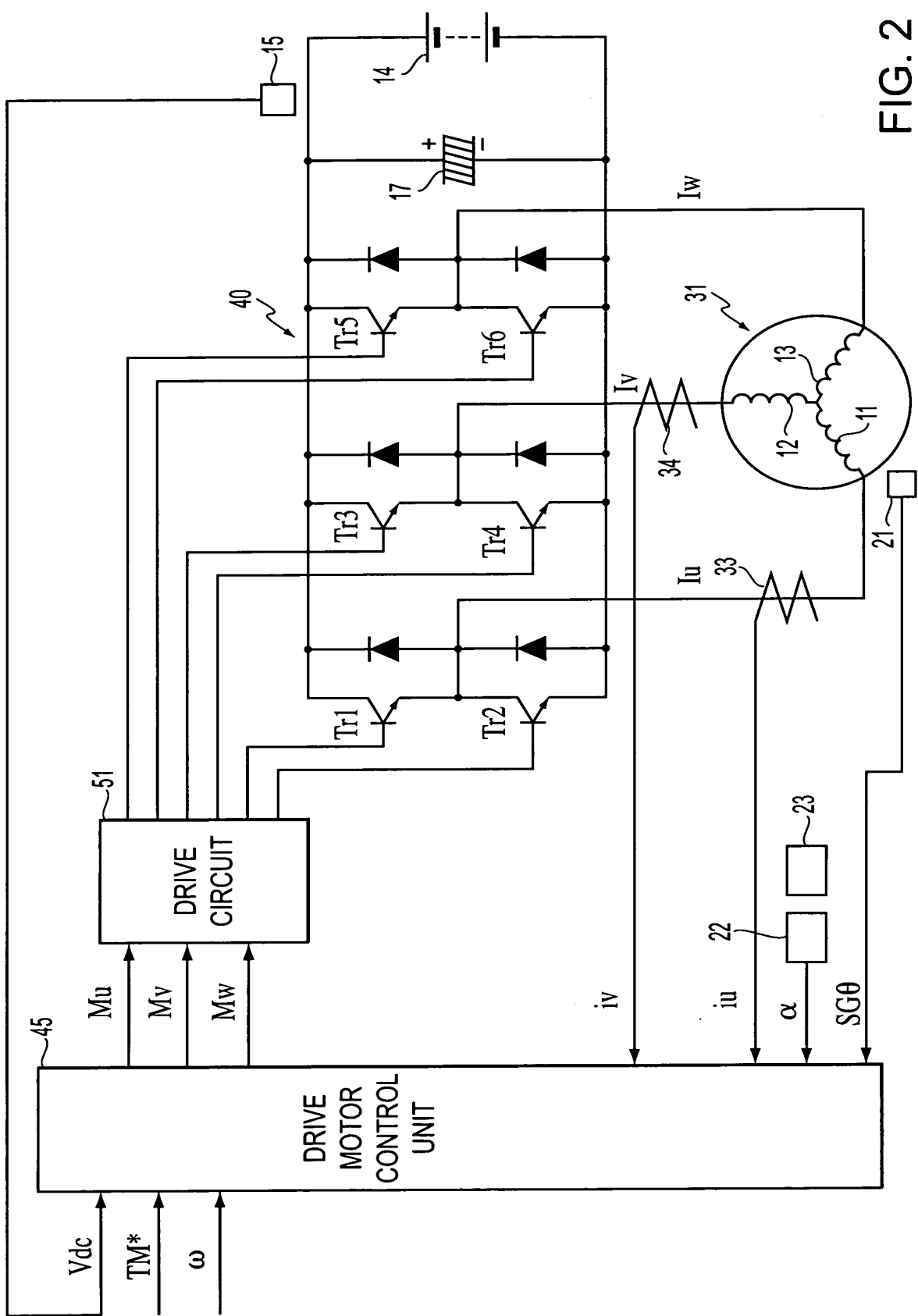
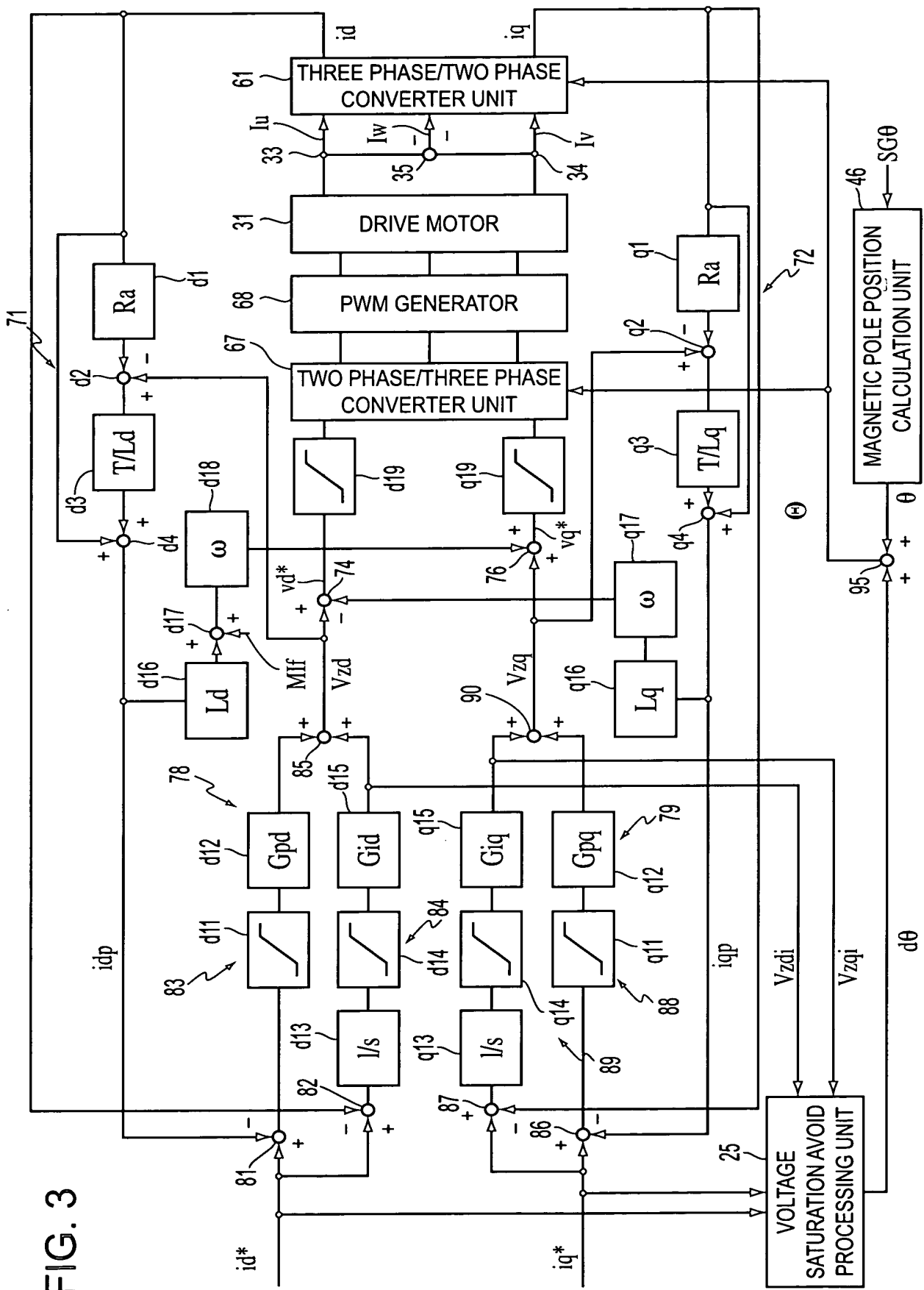


FIG. 2

The diagram illustrates a motor control system with the following components and signal flow:

- Reference Inputs:** i_d^* and i_q^* are the reference currents. θ is the magnetic pole position, and $SG\theta$ is its derivative.
- Current Feedback:**
 - i_d and i_q are the actual motor currents.
 - These are compared with i_d^* and i_q^* at summing junctions 81 and 82 to produce error signals i_{dp} and i_{qp} .
 - i_{dp} and i_{qp} pass through integrators $1/s$ (83, 84) to generate reference voltages v_{zd}^* and v_{zq}^* .
 - v_{zd}^* and v_{zq}^* are compared with back-EMF voltages V_{zd} and V_{zq} at summing junctions 74 and 76 to produce reference voltages v_d^* and v_q^* .
- Control and Conversion:**
 - v_d^* and v_q^* are processed by gain blocks G_{pd} , G_{id} , G_{iq} , and G_{pq} (85, 86, 87, 88).
 - The resulting signals v_{d1} and v_{q1} are converted from the d-q frame to the three-phase frame by a **TWO PHASE/THREE PHASE CONVERTER UNIT** (67).
 - The three-phase voltages are compared with zero at summing junctions 33, 34, and 35 to generate PWM signals I_u , I_v , and I_w .
 - These signals drive the **DRIVE MOTOR** (31).
- Position Feedback:**
 - The **MAGNETIC POLE POSITION CALCULATION UNIT** (46) receives θ and $SG\theta$ to calculate the back-EMF voltages V_{zd} and V_{zq} .
 - The **VOLTAGE SATURATION AVOID PROCESSING UNIT** (25) receives v_{d1} and v_{q1} to ensure the motor voltages do not saturate.
- Motor Model:**
 - The motor's electrical characteristics are modeled by blocks R_a (armature resistance), L_d (d-axis inductance), and L_q (q-axis inductance).
 - Transfer functions T/L_d and T/L_q (90, 91) represent the motor's dynamic response.
 - Angular velocity ω is integrated to update the position θ .



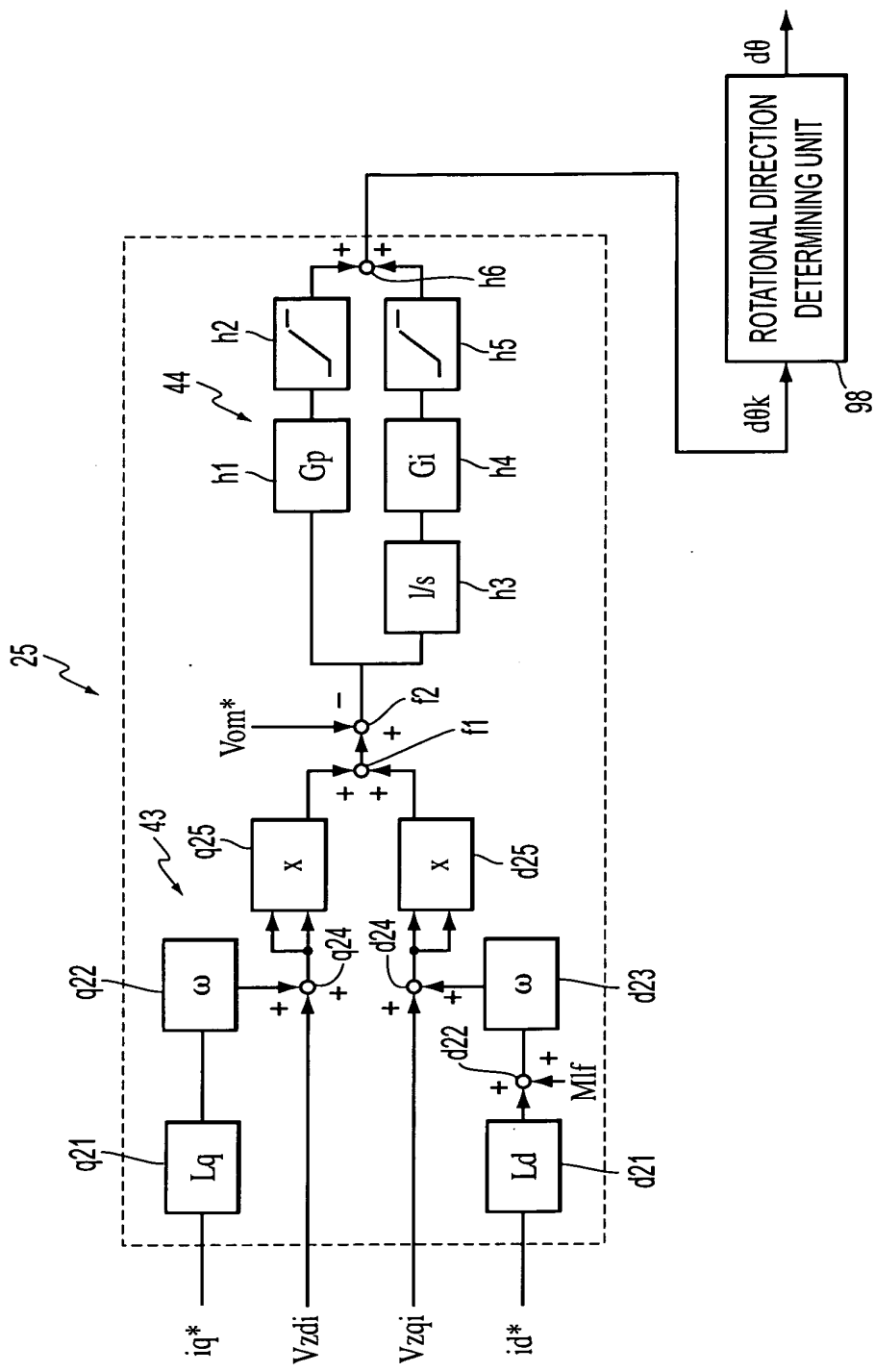


FIG. 4

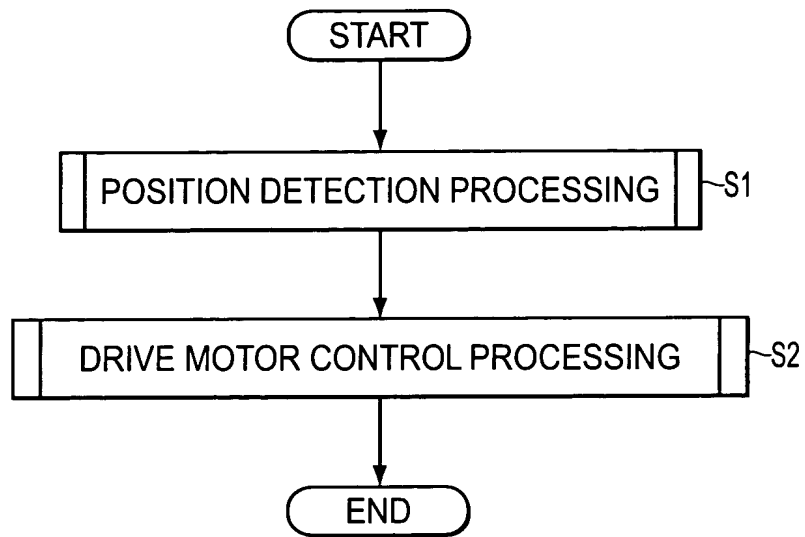


FIG. 5

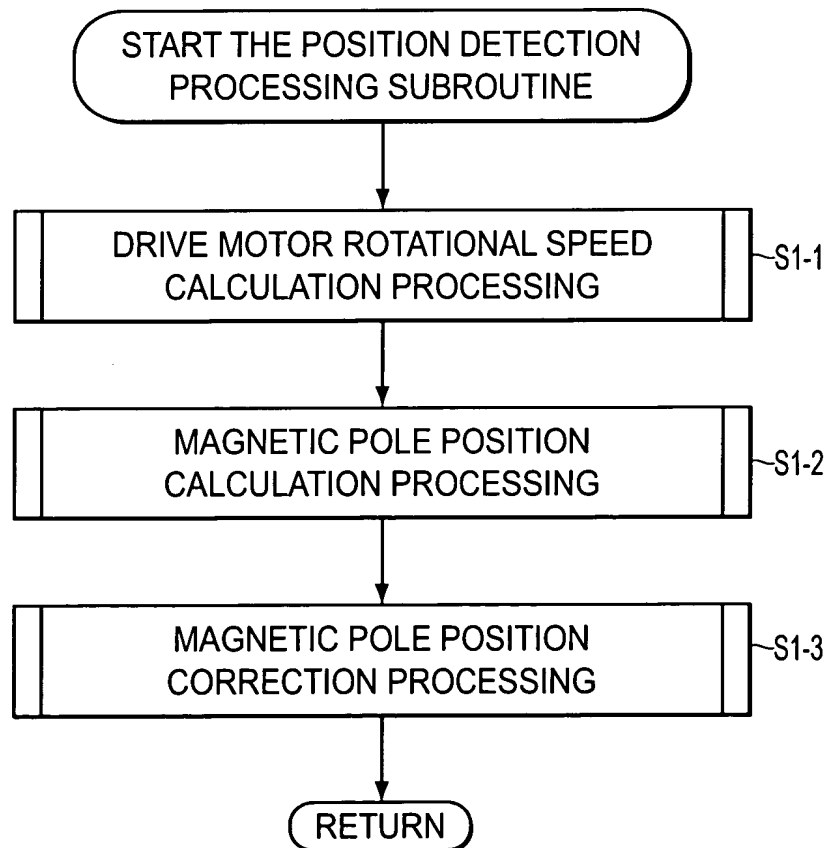


FIG. 6

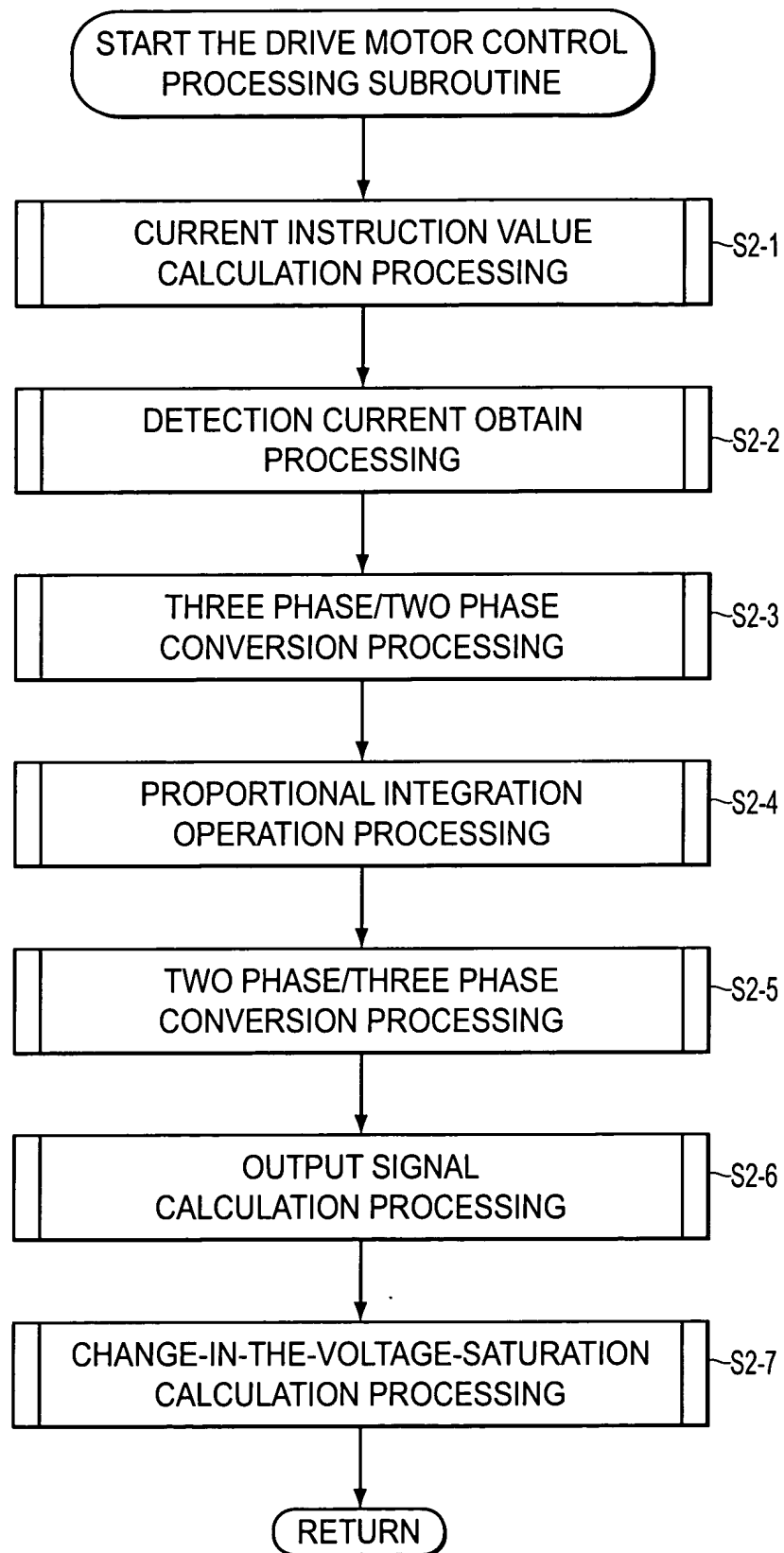


FIG. 7

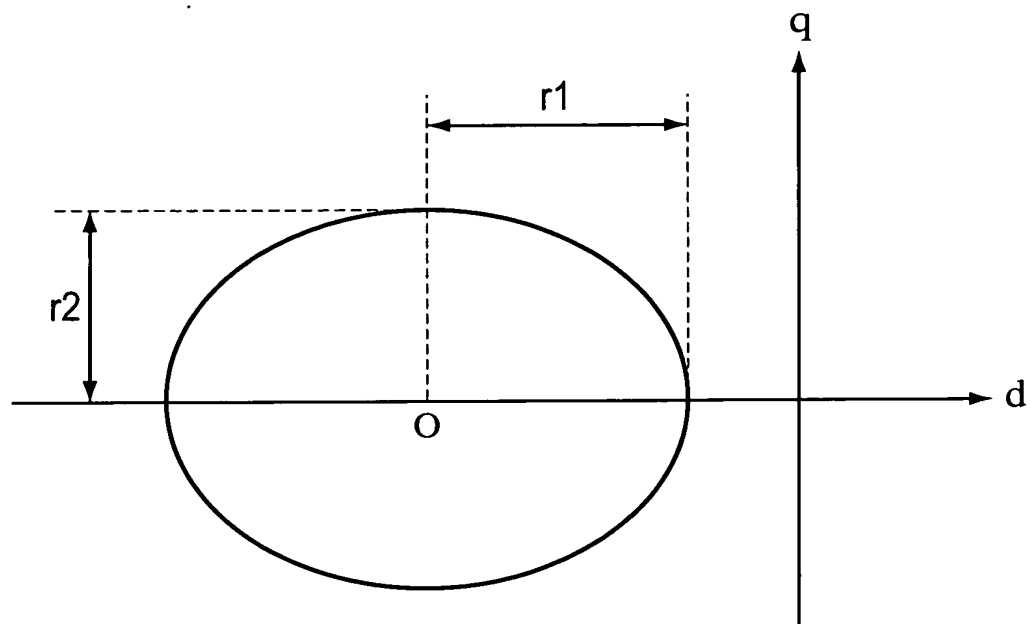


FIG. 8

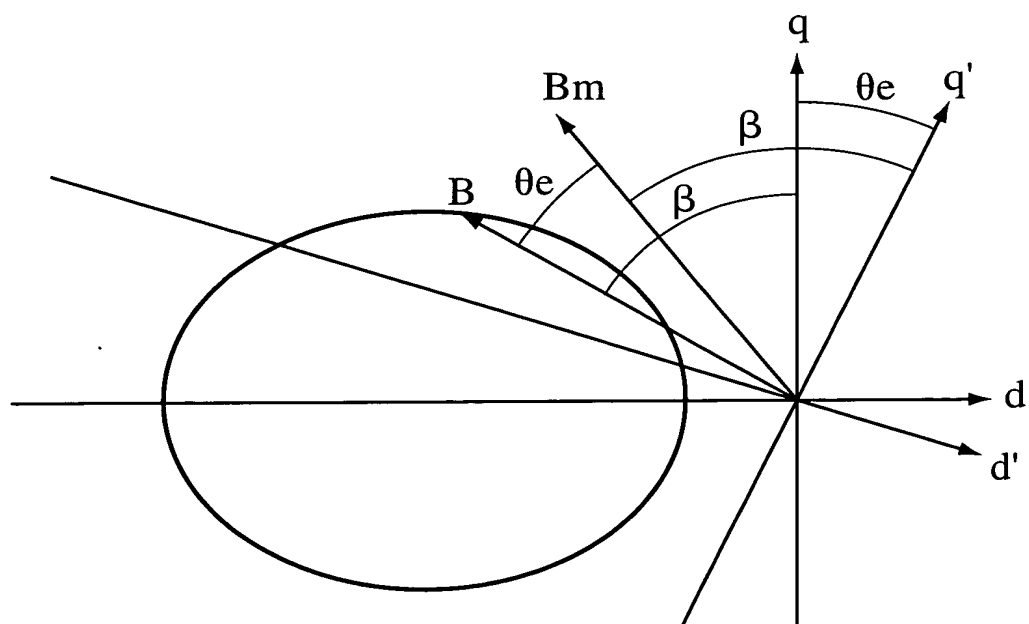
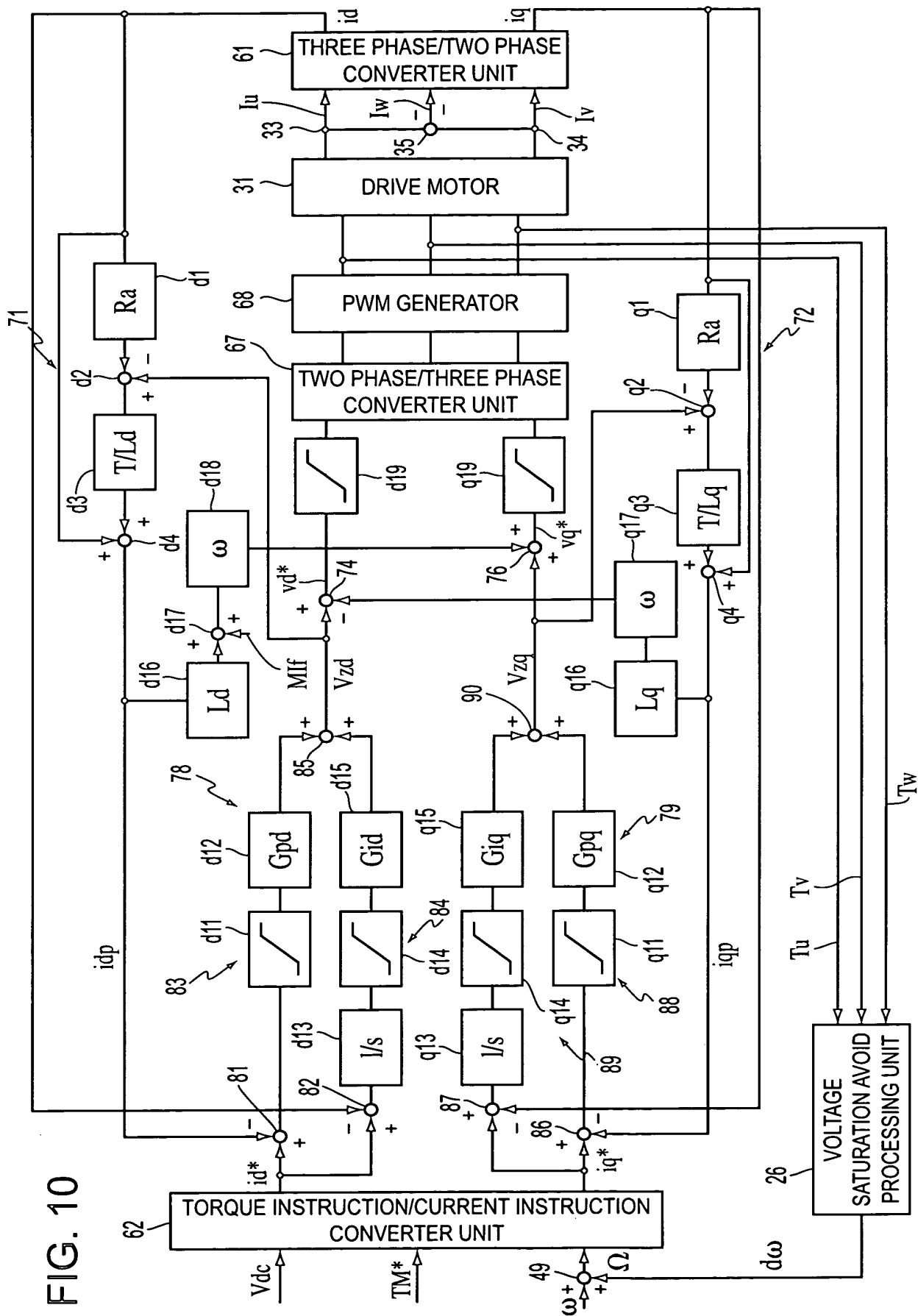


FIG. 9



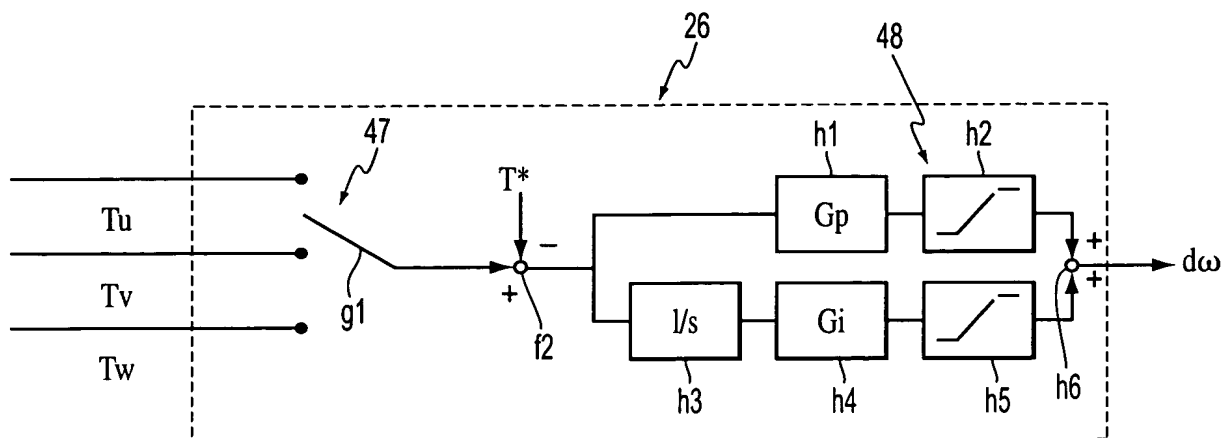


FIG. 11

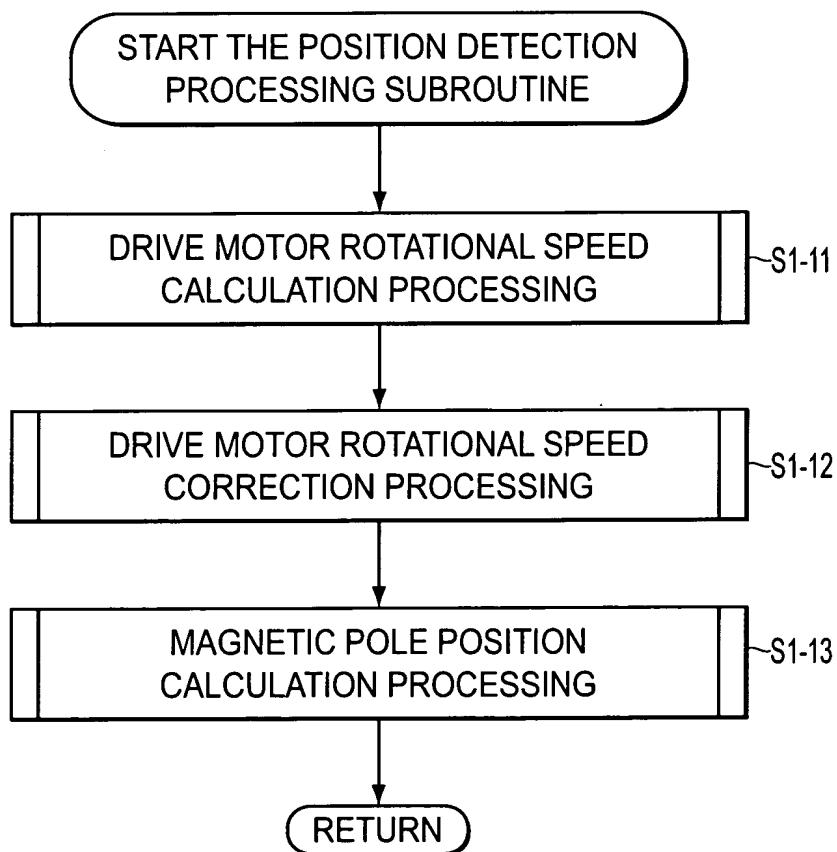


FIG. 12

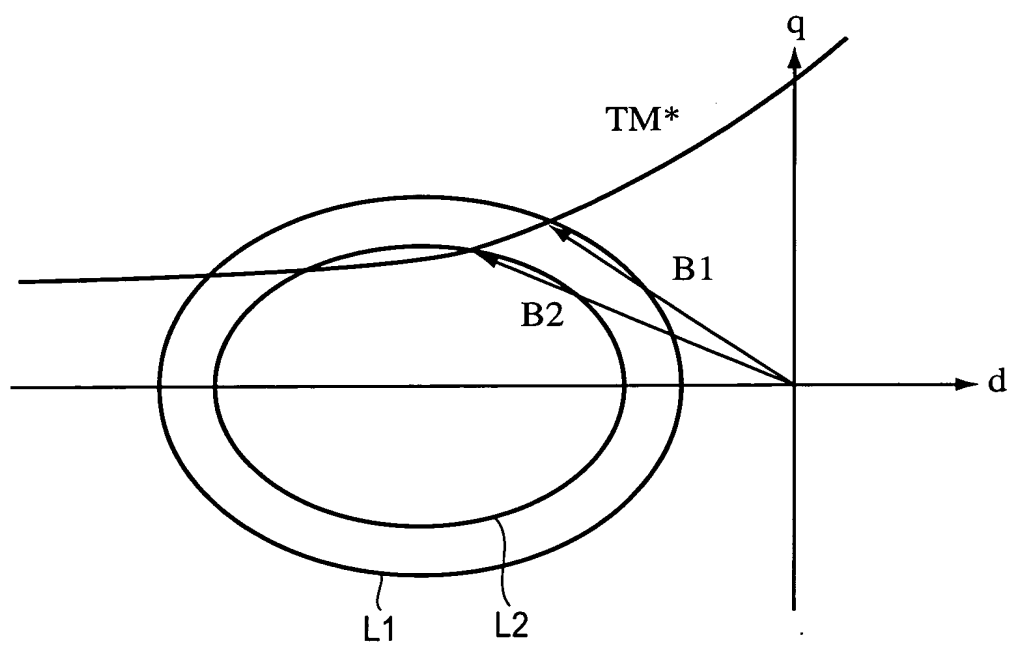


FIG. 13

V _{dc} =42	TARGET DRIVE MOTOR TORQUE T _M * [Nm]										
	0	10	20	30	40	50	60	70	80	90	100
0	0	70	130	190	250	300	360	420	480	540	620
1000	0	70	130	190	250	300	360	420	480	540	620
2000	0	70	130	190	250	300	366	420	480	536	536
3000	0	70	130	190	250	308	377	417	417	417	417
4000	66	60	123	191	258	338	382	382	382	382	382
5000	92	108	155	210	293	401	401	401	401	401	401
6000	130	150	199	251	347	510	510	510	510	510	510
7000	167	170	219	270	409	409	409	409	409	409	409
8000	199	199	245	301	356	356	356	356	356	356	356
9000	224	221	272	322	322	322	322	322	322	322	322
10000	250	227	298	360	360	360	360	360	360	360	360
11000	300	300	300	300	300	300	300	300	300	300	300

FIG. 14

V _{dc} =42	TARGET DRIVE MOTOR TORQUE T _M * [Nm]										
	0	10	20	30	40	50	60	70	80	90	100
0	30	30	30	30	30	30	30	30	30	30	30
1000	30	30	30	30	30	30	30	30	30	30	30
2000	30	30	30	30	30	30	30	30	30	45	45
3000	30	30	30	30	30	34	41	44	44	44	44
4000	76	31	29	38	43	51	54	54	54	54	54
5000	80	69	57	53	57	65	65	65	65	65	65
6000	82	78	68	63	67	75	75	75	75	75	75
7000	83	80	72	67	74	74	74	74	74	74	74
8000	84	82	75	70	72	72	72	72	72	72	72
9000	84	84	77	72	72	72	72	72	72	72	72
10000	85	84	78	75	75	75	75	75	75	75	75
11000	90	90	90	90	90	90	90	90	90	90	90

FIG. 15

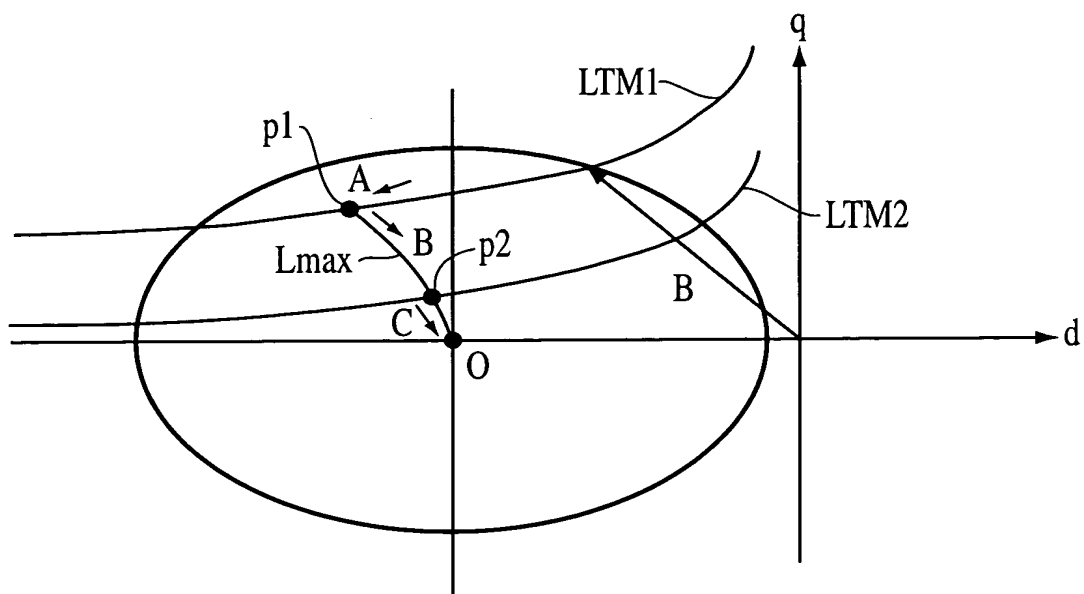


FIG. 16